(b) Yes, Sir.

(c) Certain stretches of NH 2 between Agra aod Calcutta totaling to 477 Kms. are covered by these projects.

(d) The projects are targeted for completion by December 2003.

Performance of oujar ports

1057. SHRI ANANTA SETHI: WiU the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government have reviewed the performance of each major port;

(b) if so, the ports which are mmi dividends since last three jars and the ports which are sustaiing lasses;

(c) the reasons for losses; and

(d) the steps taken to improve the performance of each port?

THE MINISTER OF STATE IN THE MINISTRY OF tFACE TRANSPORT (SHRI HUKUMDEO NARAYAN lAV): (a) Yes, Sir.

(b) and (c) As the Port Trusts are not companies, the question of earning dividends does not arise. However, all the Major Port Trusts *except* Calcutta Port Trust (CPT) have eanied operating surplus during the last three years. The reasons fior losses in the case of CPT is huge expenditure involved on dredging cbanoel.

(d) Constant efforts are being made by tbe management of CPT to attract more cargo to the Port and to reduce expenditure, wherever necessary.

Double laning of NB-l?

1058. SHRI J. CHITHARANJAN Will the Minister of IJSURFACE TRANSPORT be pleased to stttc;

(a) the total length of the NH-17 in Kerala and how many Kilometres of this length is developed into doable lane and four lane;

(b) whether Government have any proposal to convert inore length of NH-17 to double lane during ite year; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (SHRI HUKUMDEO NARAYAN YADAV): (a) The total length of NH-17 in Kerala is about 421 Kms. out of which 24 kms. is double lane.

(b) Yes, Sir.

(c) Development including widening of National Highways is a continuous process. Work of widening 16 km. carriageway is in hand. Further widening of 28 km. has been included in the current Armual Plan. In addition, land acquisition for widening in about 18 kms. has also been included in the current plan.

Financial performance of Calcutta Port

1059. SHRI KARNENDU BHATTACHARJEE: Will the Minister of SURFACE TRANSPORT be pleased *to* state:

(a) whether his attention has been drawn to the newsitem "Calcutta port battles for survival" published in the Times of India dated 24th June, 2000;

(b) if so, what is Government's reaction thereto; and

(c) what steps are proposed to be taken to address the problems of the Calcutta port highlighted in the newsitem?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (SHRI HUKUMDEO NARAYAN YADAV): (a) and (b) Yes, Sir. The Government is seized of the issues raised in the newsitem *viz.* corporatisation of Calcutta Port, constant siltation problem, payment of arrears to the pensioners, separation of Haldia Dock Complex and opposition of the Dock workers to partial mechanisation.

(c) There is no proposal to corporatisc the Calcutta Port and, at present there is no proposal to separate Haldia Dock Complex from Calcutta Port Trust. To avoid falling depth due to siltuation of the river leading to Haldia Port, continuous dredging is being carried out by the Dredging Corporation of India. The payment of arrears to pensioners can be made from the surplus funds available with the Calcutta Dock Labour Board. Mechanisation of Port facilities, being a necessity to